

COUNCIL
AGENDA

Nov 24, 1975

P R O C E E D I N G S
MONDAY, NOVEMBER 24, 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
Re-cycling Committee	3:00 p.m.	Committee Room "B"
<u>CITY COUNCIL MEETING</u>	7:30 p.m.	COUNCIL CHAMBERS

Prepared by: Clerk's Department
Date: November 20, 1975
Time: 2:30 p.m.

NOTE: If the above items are changed, you
will be advised prior to the commence-
ment of the meeting.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT
THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF
GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO
ANY ITEM ON THE AGENDA.

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: MONDAY, NOVEMBER 24, 1975

TIME: 7:30 P.M.

PLACE: CITY COUNCIL CHAMBERS,
1 City Centre Drive,
Mississauga, Ontario.

1. PRAYER

2. MINUTES OF COUNCIL MEETINGS: November 10, 1975
November 12, 1975
November 19, 1975

3. DEPUTATIONS:

- (a) 137th MISSISSAUGA GIRL GUIDES - (MRS. COOK)-
will be present from 7:30 to 9:00 p.m.
- (b) FILE SIDMOR DEVELOPMENTS PHASE II - Mr. J. Rogers
will request by-law to execute Engineering Agree-
ments.
- (c) FILE OZ-31-75 - WAWEL VILLA - Mr. W. Jager re
reduction in unit levies for Senior Citizen
housing project on the west side of Clarkson
Road, south of Lakeshore Road.
- (c) RE: PHI INTERNATIONAL - Mr. Garry Smith will speak
re Lakeshore Community Plan.
- (d) RE: WHITEHALL DEVELOPMENTS (BURNHAMTHORPE AND CAWTHRA)
Mr. Don. Fleming will request release for processing
of this rezoning application for luxury town houses.

4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-8
- (b) ITEMS REQUIRING DIRECTION

6. NOTICES OF MOTION

Nil

7. REPORTS FROM MUNICIPAL OFFICERS

R-1 - FILE 20-75 - TAXES

Report dated November 13, 1975, from City Clerk re
Section 636a Tax Adjustments. Resolution available.

R-2 - FILE 21-75 - TENDERS

Report dated November 17, 1975, from City Treasurer
re Purchase of Ice resurfacing machine for Malton
Arena. Resolution available.

R-3 - FILE 21-75 - TENDERS

Report dated November 17, 1975, from City Treasurer
re purchase of Fare Boxes for Mississauga Transit.
Resolution available.

R-4 - FILE 21-75 - TENDERS

Report dated November 17, 1975, from City Treasurer
re Increase in cost of Diesel Fuel, Gasoline and
Heating Oils. Resolution available.

R-5 - FILE BY-LAW 10,372 - ROCHE DEVELOPMENTS

Report dated November 20, 1975, from J. Lethbridge,
re Planning report re proposed site plan for the
north east corner of the Collegeway and Glen Erin
Drive, Block A, R.P. 986. Resolution available.

R-6 - FILE 61-75 - MUNICIPAL LIAISON COMMITTEE

Memorandum from the City Manager re Councillor
McCallion's report from M.L.C. on Budget Guide Lines.
To be received.

November 24, 1975.

8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER
REPORTS FROM COMMITTEES

Verbal motion required.

9. COMMITTEE REPORTS

(a) GENERAL COMMITTEE REPORT NOVEMBER 12, 1975

(b) GENERAL COMMITTEE REPORT NOVEMBER 19, 1975

10. COMMITTEE TO RISE

Verbal motion required

11. PETITIONS

P-1 - FILE 17-75 - RECREATION
FILE 49-75 - PETITIONS

Petition signed by some 464 residents of Lorne Park Area for an arena and recreational complex for the park area in Ture Anderson development, located north of the Hydro Electric Power Commission line and west of the extension of Woodeden Drive. This has been referred to Mr. Halliday.

12. UNFINISHED BUSINESS

(a) FILE 93-75 - SELF SERVE GAS BARS - SUN OIL COMPANY

This item appeared on November 10, 1975 agenda and on verbal motion by Mayor Dobkin was deferred for consideration at this meeting. The application is for a self serve gas bar at Queen St. and Reid Street in the former Town of Streetsville.

November 24, 1975

13. BY-LAWS

- #575-75 - A By-law to authorize the execution of a Financial Agreement between Hilite Holdings Limited and The Corporation of the City of Mississauga. (File OZ-1-74 - All financial requirements and all other documentation has been received. Lands located at the south east corner of Bloor St. and Mississauga Valley Blvd.)

THREE READINGS REQUIRED

- #576-75 - A By-law to establish certain lands as part of the municipal highway system. (Lands being established as part of Clarkson Road, south of Highway #2. The deed for this land was received by by-law 548-75 as a condition of Committee of Adjustment decision under File CAB 293/74M)

THREE READINGS REQUIRED

- #577-75 - A By-law to establish certain lands as part of the municipal highway system. (Lands acquired under Committee of Adjustment Decision. File CAB 298, 299/74, being established as part of Creekbank Road - east of Dixie Road and north of Eglinton Ave.

THREE READINGS REQUIRED

- #578-75 - A By-law to establish certain lands as part of the municipal highway system. (This by-law lifts a portion of the 1 ft. reserve in front of Lot 4, R.P. 358 to allow access into a condominium project. Located north of Dundas St. and west of Wolfedale Road. There are no requirements to be satisfied.)

THREE READINGS REQUIRED

November 24, 1975.

13. BY-LAWS CONTINUED

- #579-75 - A By-law to accept a Deed of Land and to establish the lands described therein as part of the municipal highway system. (File T-22396 - Lands acquired from the Hydro being established as part of Woodeden Dr. All Engineering and financial concerns have been taken care of.)

THREE READINGS REQUIRED

- #441-75 - A By-law to change the name of a public highway in the City of Mississauga. (A portion of Fifth Line West being change to Erin Mills Parkway. No objections were received to this change and the by-law was approved by the County Court Judge Nov. 18, 1975.)

THIRD READING REQUIRED

- #442-75 - A By-law to change the name of a public highway in the City of Mississauga. (A portion of Queen St. in Ward 1 being changed to McGill Street. No objections were received to this change and the by-law was approved by the County Court Judge Nov. 18/75.)

THIRD READING REQUIRED

- #443-75 - A By-law to change the name of a public highway in the City of Mississauga. (A portion of Queen St. in Ward 1 being changed to McGill St. No objections were received to this change and the by-law was approved by the County Court Judge Nov. 18/75)

THIRD READING REQUIRED

- #444-75 - A By-law to change the name of a public highway in the City of Mississauga. (A portion of Second St in Ward 7 being changed to Gardner Avenue. No objections were received to this change and the by-law was approved by the County Court Judge Nov. 18/75.)

THIRD READING REQUIRED

November 24, 1975.

13. BY-LAWS CONTINUED

- #580-75 - A By-law to amend By-law 411-74 entitled "A By-law to provide for the licensing, regulating and governing taxicab owners, taxicab brokers and taxicab drivers". (This is as recommended by General Committee on November 19, 1975, Item 1146.)

THREE READINGS REQUIRED

- #581-75 - A By-law to authorize execution of a Contractual Agreement. (Employment agreement with F. Koenig for services with the Finance Department of the City. This is as recommended by General Committee on November 12, 1975. item #1122.)

THREE READINGS REQUIRED

- #582-75 - A By-law to authorize the execution of a Construction Agreement between St. Lawrence Cement Company and The Corporation of the City of Mississauga. (This is a requirement of Land Division Committee for re-payment by St. Lawrence Cement of 50% of the reconstruction costs of Hazelhurst Road.)

THREE READINGS REQUIRED

- #583-75 - A By-law to execute an Agreement. (This is an Encroachment Agreement for pedestrian access over a one foot reserve as authorized by Council resolution #946 passed in 1974; Suburban Drive, Lot 110, R.P. 548)

THREE READINGS REQUIRED

- #584-75 - A By-law to execute an Agreement. (Agreement with the Minister of Housing for the payment of Capital Housing Incentive Grants with respect to an agreement between the Minister and Piave Construction regarding development of certain lands in Mississauga.

THREE READINGS REQUIRED

- #585-75 - A By-law to authorize execution of agreements for municipal purposes. (P.N. 75-043A - Sidewalk Snow Plowing awarded to Geo. Forrest Brown Ltd. and Williams Gradall Rental.)

THREE READINGS REQUIRED

November 24, 1975.

13. BY-LAWS CONTINUED

- #586-75 - A By-law to authorize execution of agreements for municipal purposes. (P.N. 75-020B, axle dump trucks for general maintenance work awarded to Primo Domenici, John Shean, Geo. Forrest Brown and Dave Belford Grading & Trucking.)

THREE READINGS REQUIRED

- #367-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$600,000.00 (of which \$150,000.00 is to be debentured) for the reconstruction of Lakeshore Road East from Greaves Avenue to Seneca Avenue. This project has been approved by the O.M.B.)

THIRD READING REQUIRED

- #587-75 - A By-law to authorize the temporary borrowing of \$600,000.00 (of which \$150,000.00 is to be debentured) pending the issue and sale of debentures. (This by-law will provide for temporary financing for reconstruction of Lakeshore Road East as set out in By-law 367-75.)

THREE READINGS REQUIRED

- #372-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$20,000.00 (of which \$10,000.00 is to be debentured) for the acquisition of land for the purposes of constructing sidewalks in the City of Mississauga. (Sidewalks on Dundas Street between Parkerhill Drive and Hensall Circle. This project has now received O.M.B. approval.)

THIRD READING REQUIRED

- #588-75 - A By-law to authorize the temporary borrowing of \$20,000.00 (of which \$10,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for sidewalk construction in by-law 372-75.)

THREE READINGS REQUIRED

November 24, 1975.

13. BY-LAWS CONTINUED

- #589-75 - A By-law pursuant to The Municipal Act, R.S.O. 1970, c. 284, s. 361 to designate an area as an Improvement Area. (This is to establish the Clarkson Business Improvement District, as recommended in Item #949, General Committee Report September 24, 1975, adopted by Council October 6, 1975.)

TWO READINGS REQUIRED

- #590-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of an additional capital expenditure in the amount of \$110,000.00 (of which \$59,000.00 is to be debentured) for construction of Area E roads in the former Town of Port Credit.)

THREE READINGS REQUIRED

- #591-75 - A by-law to amend By-law Number 5500 as amended. (File OZ-31-75 - Wawel Villa. To change land designation from R4 to R4 Special Section to permit construction of a Home for the Aged, on Clarkson Road, south of the Lakeshore.)

THREE READINGS REQUIRED

- #592-75 - A By-law to execute Financial Agreements and all other documents required for File OZ-31-74, Wawel Villa. (All City requirements have been complied with.)

THREE READINGS REQUIRED

- #593-75 - A By-law to authorize execution of an Agreement. (Between Balsam Woods Limited and the City re lands located at 420-460 Lakeshore Road West, and subject of zoning by-law 257-74. This agreement amends an existing agreement pursuant to Committee of Adjustment decision CAA 186-75 to reduce the maximum units permitted.)

THREE READINGS REQUIRED

13. BY-LAWS CONTINUED

- #594-75 - A By-law to accept a Deed of Land and to establish the land as described therein as part of the municipal highway system. (This is a one foot reserve adjacent to Tomken Road being lifted and established as part of Burningoak Crescent.)

THREE READINGS REQUIRED

- #595-75 - A By-law to authorize execution of agreements for municipal purposes. (P.N. 75-019 awarded to Suburban Heating Ltd., M.S.O. Construction Ltd., Lloyd Moore Haulage Ltd. and Royel Paving Limited for supply of Hopper Type Sanding Equipment.)

THREE READINGS REQUIRED

- #596-75 - A By-law to authorize execution of an agreement for municipal purposes. (TR-22-1975 awarded to R. Martin Structures Limited for construction of a storage building, Parks Workshop, Mavis Road - as recommended in Item #1134 of General Committee Report of Nov. 12/75)

THREE READINGS REQUIRED

14. MOTIONS

- (a) To adopt General Committee Report November 12, 1975
- (b) To adopt General Committee Report November 19, 1975
- (c) To hold Council Meetings on the first and third Mondays in January, 1975.
- (d) To adopt Planning Dept. report Nov. 20/75 re proposed site plan Block A, R.P. 986, Roche Developments.
- (e) To permit operation of a heliport on Speedy Muffler property on Dundas Street West, Dec. 6, 1975. This is required due to a change of date for this operation.
- (f) To rescind Resolutions 327, 482, 607 and 611 and substitute new clauses re recreational facilities in Meadowvale South - Markborough Properties.
- (g) To refer letter from His Honour Judge Ray Stortini to the Minister of Justice and to the Attorney General. (R. A. Searle)

14. MOTIONS CONTINUED

- (h) To approve tax apportionments pursuant to Section 547(1) of The Municipal Act, chapter 284.
- (i) To adopt applications on tax appeals under Section 636a.
- (j) To approve increases for Diesel Fuel, Gasoline and Heating Oils.
- (k) To award Tender TR-40-1975 for purchase of Ice Resurfacing machine for Malton Arena
- (l) To approve purchase of 20 Duncan Fare Boxes for Mississauga Transit.
- (m) To award contract P.N. 74-136B to Poce Construction for Delco Avenue storm sewer Phase II - Halliday and Ogden Avenues.
- (n) To award Contract P.N. 75-112 for supply and installation of Traffic Control Signals - Hurontario St. and Fairview Road; and P.N. 74-101B for control signals at Hurontario Street and Kirwin Ave/Peak-O-Dawn Road, to Bennett and Wright.
- (o) To award contract P.N. 75-139 for traffic control signals at Morning Star Drive and Darcel Ave. to Guild Electric.
- (p) To award Contract P.N. 74-064 for construction of Theodore Drive storm sewer to Roseway Construction.
- (q) To authorize Mayor and Clerk to sign MTC form OD-MB-34 for interim subsidy payment re Public Transportation.
- (r) Clerk to advise O.M.B. By-law 552-75 is in conformity with Official Plan. Otek Dev. south west corner of Helene & High Sts. to permit a retail food store in a C1 zone.
- (s) Clerk to advise O.M.B. that by-law 559-75 is in conformity with Official Plan. File OZ-12-75 - Toveac, Aimco Blvd.
- (t) Clerk to advise O.M.B. that by-law 560-75 is in conformity with Official Plan. File OZ-11-75 - Toveac, Aimco Blvd.
- (u) Clerk to advise O.M.B. that by-law 561-75 is in conformity with Official Plan. File OZ-22-75 - Whitehall - Falconer Dr. and Charing Dr.
- (v) Clerk to advise O.M.B. that by-law 569-75 is in conformity with Official Plan. OZ-74-74 - Ringroad Construction, Dundas and Camilla

November 24, 1975.

14. MOTIONS CONTINUED

- (w) Clerk to advise O.M.B. that By-law 570-75 is in conformity with Official Plan. File OZ-82-72 - Cadillac Fairview, Winston Churchill and Collegeway.
- (x) To institute two school patrols (Silvercreek Public School and Metropolitan Andrei Separate School) and to authorize a second school crossing guard on Silvercreek Blvd. south of Mississauga Valley Blvd.
- (y) Re appointments for the Committee of Adjustment (H. McCallion)
- (z) Re appointment to the Environmental Advisory Board (H. McCallion)
- (aa) Re request by Minister of Energy re use of Christmas lights, especially between hours of 5 and 7:00 p.m. (H. McCallion)
- (bb) Re Erindale College Official Plan Brief. (H. McCallion)
- (cc) A resolution with respect to acquisition of works yard. (R. Searle)
- (dd) A resolution with respect to 1976 Olympiad for Handicapped. (R. Searle)
- (ee) A resolution with respect to amending procedural by-law. (R. Searle)

15. NEW BUSINESS

- (a) FILE 119-75 - WATERFRONT PLAN
FILE 176-75 - PORT CREDIT GENERAL

Report with reference to Crookes Park and the Waterfront Plan and mapping of the Creeks in Mississauga, to be available from Councillor M cCallion at this meeting.

16. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion to give required number of readings.

17. ADJOURNMENT

Verbal motion required.



City of Mississauga

MEMORANDUM

R-1

To ALL MEMBERS OF COUNCIL From Mr. Terence L. Julian
Dept. City of Mississauga Dept. City Clerk

November 13, 1975

SUBJECT: Tax Adjustments.

ORIGIN: Section 636a of The Municipal Act.

COMMENTS: A number of applications for cancellation, reduction or refund of taxes have been prepared for Council's consideration on November 24, 1975.

Council may reject an application or cancel, reduce or refund the taxes as the case may be.

The Municipal Act provides for Appeal by the Applicant to the Assessment Review Court from the decision of Council or where Council refuses to hear or dispose of an Application regarding the above-mentioned matters.

The attached list contains only applications made by the City; therefore no notices of hearing had to be mailed.

RECOMMENDATION:

That the attached list of recommendations on applications to the City Council regarding tax appeals under Section 636a of the Municipal Act be adopted.

RVL:iw
encl.

Prepared by:

Robert K. Johnston

Robert K. Johnston
Assistant Property Agent

Approved by:

Terence L. Julian
Terence L. Julian
City Clerk

TO BE RECEIVED.
RESOLUTION AVAILABLE



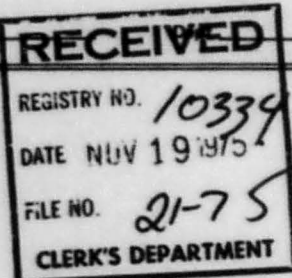
City of Mississauga

MEMORANDUM

R-2

To Mayor & Members of Council From Supply & Services
Dept. Treasury

November 17th, 1975.



Subject: Purchase of One (1) Ice Resurfacing Machine for
Malton Arena - Propane Gas Operated
TR - 40 - 1975

Origin: Recreation and Parks Department

Comments: Listed below are the results of the tender which
were received and opened at the tender opening of
October 14th, 1975.

(a) George Kelly Sales	\$15,697.50
(b) Frank J. Zamboni & Co. Ltd.	\$15,757.00
(c) SMI Industries Ltd.	\$21,512.40

City staff members met with George Kelly of George Kelly Sales and toured two facilities where his ICE - A - MATIC machine is operating and the consensus of these people is that considering the slight difference in cost, the Zamboni is a far superior machine to the ICE - A - MATIC for the following reasons:

- (a) Blade changing on the ICE-A-MATIC machine appeared very difficult and time consuming and is also considered potentially dangerous.
- (b) The GMC V8 motor in the ICE-A-MATIC machine is really too powerfull for our needs.
- (c) The blade width of the ICE-A-MATIC is 80" whereas all other City machines are 77". This means the blades are not interchangeable with other City arenas.
- (d) The Zamboni machine has an air cooled engine whereas the ICE-A-MATIC machine requires Anti-Freeze. This means that if the water hose breaks or a leak

(d) continued

develops in the radiator, the machine is disabled. Also, damage could result to the ice surface if the Anti-Freeze was to leak or spill onto the ice surface resulting in time consuming repairs to the ice surface.

Conclusion:

The Zamboni ice resurfacers are a proven product with many years of reliable service within the City system. It is therefore, recommended that Frank J. Zamboni & Company Limited be awarded the tender as second low tenderer.

Funds are provided for in the vehicle pool account budget No. - 459-002.

Recommendation:

That tender TR - 40 - 1975 for the purchase of one (1) Propane Gas operated Ice Resurfacing Machine for Malton Arena be awarded to the second lowest tenderer, Frank J. Zamboni & Co. Ltd., in the amount of \$15,757.00.

W. H. Munden
W. H. Munden
City Treasurer

Funds Certified by:

D. A. R. Ogilvie
D. A. R. Ogilvie
Commissioner of Finance

:yc

TO BE RECEIVED.
RESOLUTION AVAILABLE.



City of Mississauga
MEMORANDUM

R-3

To To The Mayor & Members of Council From Supply & Services
Dept. 10335 Treasury

November 17th, 1975.

DATE 19
FILE NO. 21-75
CLERK'S DEPARTMENT

Subject: Purchase of Twenty (20) Duncan Fare Boxes
Origin: Mississauga Transit
Comments: We have been advised by the Mississauga Transit System that they will be requiring an addition of twenty fare boxes to equip the GMC buses that have been tendered. The City has standardized on the Duncan Fare Boxes and after checking with the Mass Transit Division of Duncan Industries, we were advised that J. J. MacKay Canada Limited is the exclusive distributor of Duncan Fareboxes for Ontario. With this in mind, we are requesting that the Purchasing and Tendering procedures by-law be waived at this time.

J. J. MacKay Canada Limited has advised that the present cost on the Fare Boxes is \$799.39 each, F.O.B. Elk Grove Village, Illinois, and that an increase in the cost of the Fareboxes is forthcoming.

Total cost for the purchase of the twenty Fare Boxes is $\$799.39 \times 20 = \$15,987.80$, F.O.B. Elk Grove Village, Illinois.

Funds are provided for the above in account 130611.

Recommendation: That the City proceed with the purchase of twenty Duncan Fare Boxes and further that the Purchasing & Tendering by-laws be waived.

TO BE RECEIVED.
RESOLUTION AVAILABLE.

W. H. Munden
City Treasurer

Funds Certified by:

D. A. R. Ogilvie
Commissioner of Finance



City of Mississauga

MEMORANDUM

R-4

To To The Mayor & Members of Council From Supply & Services

Dept. Treasury

RECEIVED

REGISTRY NO.

DATE NOV 19 1975

FILE NO.

CLERK'S DEPARTMENT

November 17th, 1975.

Subject: Increase in cost of Diesel Fuel, Gasoline and Heating Oils.

Origin: City Council December 23, 1974 - Resolution 974
File 21-74 - TW - 1 - 1975

Comments: In accordance with Council's resolution, this is to advise that effective as of November 16th, 1975, the cost of Diesel Fuel, Heating Oils and Gasoline, will be increased to the City. This adjustment results from the July 1st, 1975, Crude cost increase in Western Canadian Crudes and the corresponding reduction in the Federal compensation on imported products.

Listed below is a list of the companies who presently supply the City of Mississauga.

<u>Supplier</u>	<u>Product</u>	<u>Increase</u>
Shell Canada Limited	Diesel Fuel	\$0.0540 per gallon
Texaco Canada Limited	Gasoline	\$0.0540 per gallon
Imperial Oil Limited	Heating Oils	\$0.0480 per gallon

Recommendation: That the City Council approve the increase from Shell Canada Limited of \$0.054 c.p.g. for Diesel Fuel, Texaco Canada Ltd. of \$0.0540 c.p.g. for Gasoline and Imperial Oil Ltd. of \$0.0480 c.p.g. for Heating Oils.

W. H. Murden
W. H. Murden
City Treasurer

:yc

TO BE RECEIVED.
RESOLUTION AVAILABLE.

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

FILE: By-law 10,372
DATE: November 20, 1975

R-5

MEMORANDUM

TO M.L. Dobkin, Mayor, and Members of the City of Mississauga Council.

FROM J.D. Lethbridge, Director, Urban Design.

SUBJECT Proposed site plan for the north-east corner of The Collegeway and Glen Erin Drive, Block A, Registered Plan 986, Roche Developments Limited.

ORIGIN Recommendation of Planning Committee of October 15, 1975, adopted by Council on November 10, 1975, regarding Roche Developments Limited. (see Appendix I)

COMMENTS By-law 10,372 rezoned the above-noted lands to RM7D4-Section 369, which requires site development plan, architectural floor plan and landscaping plan approvals prior to the issuance of a building permit.

A site plan for 110 condominium townhouse units, two rental apartment buildings comprising 300 apartment units, and two condominium apartment buildings comprising 190 apartment units, will be available for consideration at the November 24, 1975 Council meeting.

CONCLUSION The site plan is acceptable to the Planning Department and should be approved subject to the applicant applying to the Committee of Adjustment for variances to the Mississauga Zoning By-law 5500, Section 44 subsections 8, 9 and 19.

TO BE RECEIVED.
RESOLUTION AVAILABLE

By-law 10,372 Block A, Registered Plan 986
Roche Developments Limited

The above-noted by-law rezoned lands at the north-east corner of The Collegeway and Glen Erin Drive to RM7D4-Section 369, which requires site development, architectural and landscaping plan approvals prior to the issuance of a building permit.

A site plan was displayed and explained to the Committee. Further details concerning the additional population requested by the applicant were also provided.

Mr. H. E. W. Thompson, planning consultant, and Mr. M. Mendelow, architect, representing the applicant, attended the meeting.

RECOMMENDATION: Moved by Mr. Culham

1. That the conceptual plan proposed by Roche Developments Limited for the north-east corner of The Collegeway and Glen Erin Drive be approved in principle only, incorporating additional population, but subject to any reductions in population necessary to accomplish the design objectives established by planning staff;
2. no further applications requesting additional population over the population established by the zoning of a site be approved until the Population and Housing Study now nearing completion is finalized, and a comprehensive evaluation of the effects on existing neighbourhood planning strategy are assessed by staff and a recommendation forwarded to Council for approval;
3. and further; that the final approval of this specific site plan be recommended directly to Council by staff.



City of Mississauga

MEMORANDUM

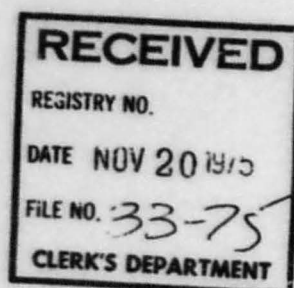
R-6

To CITY COUNCIL From Mr. I. F. Markson
Dept. _____ Dept. City Manager

November 20th, 1975.

RE: Councillor McCallion's Report
from MLC on Budget Guidelines

This is to advise the City Council that this matter was dealt with by the Staff Management Team and it was agreed that this subject matter would be presented as an integral part of Budget discussions in budget presentation on December 3rd, 1975.



I. F. Markson,
City Manager.

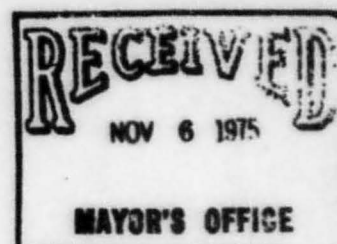
IFM:az
c.c. Councillor McCallion
Staff Management Team
Mr. T. Julian
Mayor Dobkin

LORNE PARK HOCKEY ASSOCIATION
836 Terlin Boulevard
Mississauga, Ontario
LSH 1T2

RECEIVED
REGIST
DATE P-1
FILE NO
CLER

To the Mayor
and Members of Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

October 27, 1975



Dear Madam, dear Sir:

I enclose herein a petition from approximately 464 residents of the Lorne Park area for an arena and recreational complex for the park in the Ture Anderson development, located north of the Hydro Electric Power Commission line and west of the extension of Woodeden Drive.

The Lorne Park recreational area has been badly neglected by the City and its predecessors in the provision of recreational facilities for the children and adults in the community. There are only two parks in the area, Vanessa Park, which is best described as a 1.6 acre Tot Park and Tecumseh Park, which is approximately 11 acres of hilly terrain with no functional recreational facilities.

Lorne Park is one of the oldest established neighbourhoods in Mississauga and is almost fully developed. Approximately 50 registered plans of subdivision have dedicated money for the provision of parkland and recreation. I am attaching a list of these plans and we would appreciate being advised as to the amount of money collected in lieu of parkland dedication. Also we would like to know the amount of money spent in our area for recreation and where it was appropriated. Every developed area in Mississauga has an arena nearby.

The Lorne Park Hockey Association is experiencing great difficulties in obtaining practice ice time for its teams this year. Many parents and players are travelling great distances to places like Chesswood at Sheppard and Dufferin.

TO BE RECEIVED. REFERRED TO
E. HALLIDAY

Swimming facilities are non-existent in the area and should be also considered as part of the complex.

We understand, that tennis courts are to be installed which will be most welcome. We would also like to see a gymnasium, a soccer pitch and baseball diamond considered as part of the park complex.

The children in the area should be able to walk or bicycle to a recreational complex without having to be driven everywhere by their parents.

We are aware that new recreational facilities are being planned for the Erin Mills and Mississauga Valleys area and we feel very strongly that our area should have precedence over these new areas which should have had their recreational facilities built by the developer under their agreements with the City.

We look forward to hearing from you regarding this matter.

Yours very truly,
LORNE PARK HOCKEY ASSOCIATION

Per: _____

Enclosures

M. H. O. R.
Secretary

P-16

1. Registered Plans West of Credit River
South of Queen Elizabeth Highway,
East of Lorne Park Road

Bloordale T 22396
Humbergrove T 22489
T 24168

R.P. 330	R.P. 420	R.P. 508	R.P. 623
335	425	543	667
336	457	573	670
345	489	594	677
361		599	
392			
R.P. 709	R.P. 801	R.P. 907	
714	833	965	
730	854		
741			
777			
781			
799			

2. Registered Plans
Lorne Park Road to
Clarkson Road

M-19	666
B-24	692
	725
302	748
365	822
389	847
408	850
558	921
574	966
	970

Send to Council

SAN MOORE

17 WELLINGTON STREET WEST, BRAMPTON, ONTARIO

November 14th, 1975.

Mayor B. Dobkin,
Chairman in Council,
City of Mississauga,
Region of Peel.

Dear Mr. Mayor;

SUBJECT: LAND DIVISION MEMBERS.

A review of my files indicates that the appointment of two members of your Committee of Adjustment, and by current policy also members of the Region of Peel Land Division Committee, expire on December thirty-first of this year. These are Mr. J.B. Keyser, and Mr. A.C. Randles.

As chairman of Land Division Committee I feel compelled to recommend both men for reappointment for a second term. Both have served my committee well, maintaining an attendance record above ninety percent at hearings, having completed property inspections and other home work.

Mr. Randles value is expanded by his intimate knowledge of the former Streetsville area. This is historical but, includes current events and future proposals of land use.

Mr. Keyser is invaluable as an instant source of legal opinion at hearings and is presently the Vice Chairman from the municipality of Mississauga.

RECEIVED	
REGISTRY NO. 10410	RECEIVED
DATE NOV 24 1975	NOV 21 1975
FILE NO. 66-75	
CLERK'S DEPARTMENT	MAYOR'S OFFICE

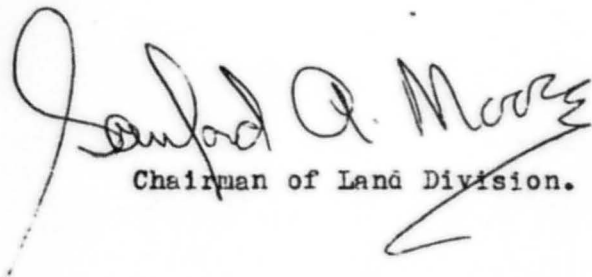
2.

As chairman of the Land Division Committee , I recommend both these gentlemen to you and to your council for reappointment to my committee.

I would also like to express my thanks to you and to your council for the efficient and high quality research and clerical work done by Mr. Ed Law and his staff for my committee. The knowledge that this work is properly and correctly finished in the required time period made my job in 1974 of organizing and setting up this committee easier than I had anticipated and confidence in the work at each hearing to-day makes it a pleasure to work for your municipality.

Yours sincerely,

SAMoore


Chairman of Land Division.



City of Mississauga

MEMORANDUM

To THE MAYOR AND MEMBERS OF COUNCIL

From L. M. McGillivray

Dept. _____

Dept. Deputy Clerk

November 21, 1975.

RE: DEPUTATIONS - COUNCIL MEETING
NOVEMBER 24, 1975

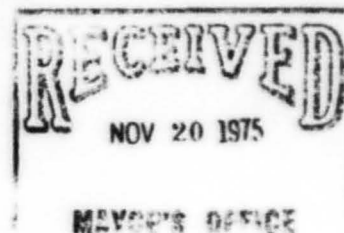
Councillor Murray has advised that Mr. Vellinga and Mr. Siemms of Fleetwood Village Homeowners' Association wish to address Council regarding a letter delivered to Mayor Dobkin on November 19th, with respect to stop signs at Briarcrook and Pony-trail.

L. M. McGillivray,
Deputy Clerk

d

REGISTRY NO. 10376
DATE NOV 21 1975
FILE NO. 49-75
86-75
CLERK'S DEPARTMENT

1853 Briarcrook Crescent
Mississauga, Ontario
L4X 1X3
November 19, 1975



Mayor M.L. Dobkin
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mayor Dobkin

As discussed with you by telephone on November 18, the Fleetwood Village Homeowners Association is very disturbed to learn that the City of Mississauga plans to remove the Stop signs recently erected at the intersections of Ponytrail Drive and Briarcrook Crescent. In our discussion, you suggested I contact Mr. L.M. McGillivray, Deputy City Clerk, to secure relevant documents on the subject, review same, and submit comments to you on this situation.

Mr. McGillivray provided me with a copy of the petition submitted by the 13 residents in the immediate vicinity of this intersection, as well as a copy of Mr. W.P. Taylor's memorandum to the General Committee of the City of Mississauga recommending the removal of two Stop signs at the Ponytrail/Briarcrook intersection.

I have reviewed these documents with the Executive of the Fleetwood Village Homeowners Association, of which I am a Director, and respectfully submit to you the Executive's comments.

a) Letter to the City of Mississauga Clerk from J. Reinbergs dated October 10, 1975.

1. Mr. Reinbergs states in his letter that the Fleetwood Village Homeowners Association has always avoided asking for Stop signs at the corner of Ponytrail and Briarcrook.

This statement is not entirely correct. Mr. Reinbergs is unaware of discussions that took place during 1975 between the Association's Executive and Mr. Malcolm Gregory, Ward 3 Councillor.

When the problem of the Stop signs at the south leg of the Ponytrail/Stonepath intersection was brought to the Executive's attention, the Executive requested Mr. Gregory to have the signs relocated at the Briarcrook/Ponytrail intersection.

The request was prompted by complaints voiced by many area residents about speeding on Ponytrail Drive and the potential danger to children at the intersection.

As you know, this resulted in the relocation of these Stop signs on October 9, 1975.

Mayor M.L. Dobkin
Page 2
November 19, 1975

2. If you read page P-1a of Mr. Reinbergs' petition, you will see he is opposed to Stop signs at both the Ponytrail/Briarcrook and Ponytrail/Stonepath intersections. In other words, let us not have any Stop signs anywhere. This position is totally unacceptable to the Fleetwood Village Homeowners Association. The Association is concerned with the safety and welfare of all homeowners and children in the area, not just the residents in the immediate vicinity of the intersections in question.
- b) W.P. Taylor's memorandum to the General Committee of the City of Mississauga.
1. Mr. Taylor's memorandum states that in a conversation with Mr. Reinbergs, the latter stated that excessive noise and exhaust pollution were the reasons for his request to have the Stop signs removed. While we all sympathize with Mr. Reinbergs' reasoning, we find it hard to understand how the Stop signs add to these irritants, but more important, we cannot believe that the elimination of these irritants can take precedent over safety. Other residents living exactly opposite to Mr. Reinbergs and in the immediate vicinity of the Stop signs in question, have now come forward to voluntarily support the location of the Stop signs.
 2. The Fleetwood Village Homeowners Association is very dismayed that Mr. Taylor did not solicit the comment and opinion of the Association prior to making his recommendation that the Ponytrail/Briarcrook Stop signs be removed. We have always felt that a two-way communication between the municipality and the Association was the best vehicle for reaching a consensus of opinion on local issues.

In summary, Mr. Mayor, for the reasons cited above, we do not agree with Mr. Taylor's recommendation to remove the Stop signs at the Ponytrail/Briarcrook intersection. The Association has spent a great deal of time soliciting comments from local residents on the subject of traffic control on Ponytrail Drive. We have communicated our concerns to you (correspondence attached), and we believe the steps taken by the City of Mississauga in erecting Stop signs are both appropriate and acceptable to the majority of citizens in the area.

Although we understand and respect Mr. Reinbergs' concerns, we believe that the Stop signs currently installed on Ponytrail are essential to the safety of all citizens in the area. We, therefore, respectfully request that you and your council rescind your approval of Mr. Taylor's recommendation to remove installed Stop signs on Ponytrail Drive.

Thank you for your consideration.

Yours very truly



P.A. Vellinga:sd
Director, Fleetwood Village Homeowners Association

cc: Mr. C.M. Murray - Ward 3 Councillor
Mr. R.E. Sienans - President, Fleetwood Village Homeowners Association

WEIR & FOULDS
BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.
R. B. ROBINSON, Q.C.
A. MCN. AUSTIN
J. D. MCKELLAR, Q.C.
N. W. C. ROSS
L. D. BARSKY
R. W. ROSENMAN
L. J. O'CONNOR
S. P. FLOTT

J. T. WEIR, Q.C., LL.D.
S. P. WEBB, Q.C.
M. S. ARCHIBALD, Q.C.
G. J. SMITH
W. T. R. WILSON
P. W. LOCKETT
S. B. STEIN
W. A. D. MILLAR
J. D. M. FRASER
R. D. WALTER, Q.C.

H. S. O. MORRIS, Q.C.
J. P. HAMILTON
J. J. CATHY, Q.C.
M. J. MCQUAID
B. FINLAY
K. B. PAYNE
R. J. LANE
L. C. E. BROWN
R. S. SLEIGHTHOLM

CANADA LIFE BUILDING
330 UNIVERSITY AVENUE
TORONTO, CANADA M5G 1S2
TELEPHONE: (416) 595-1595
CABLE ADDRESS: MASEMIDON
TELEX: 06-22471
DEX

Mayor and Members of Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Sirs:

Re: Lakeshore Community -
Talka Subdivision

We are solicitors for Phi International Inc., the developer of this proposed subdivision.

We have asked to appear as a delegation to address Council to obtain direction with reference to a problem which has arisen as to the development of a concept plan for our client's lands. This concept plan is being developed pursuant to the consultation procedures agreed to in connection with the approval of Amendment 248, which encourages innovative housing types and mixes.

Our client has incurred substantial expense in the preparation of a very innovative concept plan. During the course of the preparation of this plan our client proceeded on the understanding that staff would be prepared to accept significant departures from conventional planning and engineering requirements to achieve the desired result.

At our most recent meeting we were advised that the Engineering Department was not prepared to recommend a relaxation of its usual requirement of a 66 foot road allowance together with 10 foot boulevards and certain additional related requirements.

Our client has at all times been prepared to proceed with a more conventional design with such innovations as may be developed with these restrictions. However, we are at a cross-roads where we require direction from Council with respect to these engineering requirements which would make impossible the scheme which has been developed over the past several months.

...../2



November 21, 1975

Mayor and Members of Council

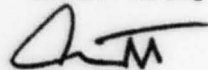
-2-

November 21, 1975

We wish to make it clear that we are not taking issue with the Engineering Department although we understand that a good number of its concerns can be handled within the proposed 50 foot road width provided for in the proposal.

We would appreciate Council's direction.

Yours truly,



G.J. Smith

GJS:gz



City of Mississauga

MEMORANDUM

To M AYOR AND MEMBERS OF COUNCIL

From L. M. McGillivray,

Dept. _____

Dept. Deputy Clerk

November 21, 1975

RE: AWARD OF TENDERS FOR SUPPLY
AND DELIVERY OF 20 VEHICLES
AND EQUIPMENT WITH TRADE-INS

On page 3 attached, please note the comments
of the Commissioner of Finance, particularly
paragraph (2).

L. M. McGillivray
Deputy Clerk

d
Attach.



City of Mississauga
MEMORANDUM

Extra

R-7

To Mayor & Members of Council From Supply & Services
Dept. Treasury



November 19th, 1975.

Subject: TW - 38 - 1975 For the Supply and Delivery
of Twenty Vehicles and Equipment with Trade-Ins.

Origin: Engineering & Works - Vehicle Replacement Pool

Comments: Attached is a recap sheet of the tenders which
were received and opened at the Tender Opening
of October 14th, 1975.

The tenders have been reviewed by the City's
Fleet Superintendent and the following recommendations
are based on standardization of the vehicle fleet.
There have been problems with the Ford trucks and
half ton pick-ups.

The following recommendation is to award the
vehicles listed below to the second lowest tenderer.

- (1) Spec. (a) -2- Compact Cars with one Trade-in. The City has nine
General Motor Compact Cars in its fleet at present.
- (2) Spec. (c) -1- Crew Cab Pick-up Truck. The City has six General
Motor Crew Cabs Trucks in its fleet at present.
- (3) Spec. (h) -4- Half ton Pick-up Trucks with three Trade-ins. We
have had considerable amount of problems with transmissions and
differentials with Ford trucks and half ton pick-ups.
- (4) Spec. (i) -1- Four Wheel Drive Pick-up with one Trade-in. The
City has seven General Motor Four Wheel Drive Pick-ups in its
fleet at present.

Provisions have been made to pay for these vehicles out of the 1975
Vehicle and Equipment budget.

cont'd.....

page 2.....

Recommendations: That the supply of vehicles be awarded to the following:

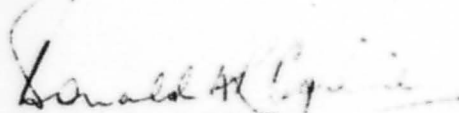
- (1) Spec. (a) Two compact cars (Sedans) with one trade-in, Hawley Pontiac Buick, \$8,263.50 second low tenderer.
Account number: 09621-58 (1) 059-002 (1)
- (2) Spec. (b) One 21,000 lb. G.V.W. Crew Cab and Chassis, no trade-in. Northtown Ford Sales \$6,872.04 low tenderer.
Account number: 09621-58
- (3) Spec. (c) One 7,500 lb. G.V.W. Crew Cab Pick-up Truck, no trade-in. Hawley Pontiac Buick \$5,771.85 second low tenderer.
Account number: 09621-58
- (4) Spec. (d) Two Panel Trucks, no trade-in.
Hawley Pontiac Buick \$10,206.00 low tenderer.
Account number: 09621-58 (1) 059-002 (1)
- (5) Spec. (e) Four 7,500 lbs. G.V.W. Pick-up Trucks with three trade-ins. Northtown Ford Sales \$17,930.22 low tenderer.
Account number 09621-58 (1) 059-002 (3)
- (6) Spec. (f) One Asplundh Line Lift, no trade-in.
Allan Fyfe Equipment Ltd. \$26,944.05 low tenderer.
Account number: 09621-58
- (7) Spec. (g) Four 27,500 Cab & Chassis Dump Box & Plow, no trade-in. General Motor Truck Centre \$90,600.30 low tenderer.
Account number: 08250-58 (4)
- (8) Spec. (h) Four 4,550 G.V.W. Pick-up Trucks with three trade-ins.
Hawley Pontiac Buick \$16,795.80 second low tenderer.
Account number: 459-002
- (9) Spec. (i) One 7,500 lb. G.V.W. Four Wheel Drive Pick-up with one trade-in. Hawley Pontiac Buick \$5,350.80 second low tenderer.
Account number: 459-002

W. H. Munden
W. H. Munden
City Treasurer *W.H.*

Funds Certified By: (see attached comments).

Encl. (1)
HM:yc

- (1) Parks Department's vehicles are provided for in the 1975 current budget.
- (2) The Engineering Department provided for the above vehicles in the 1975 current budget. However, other vehicles and equipment originally provided for in the 1974 current budget were not in fact ordered in 1974 and consequently were neither received in nor charged to the 1974 budget. Nor was any provision made to carry forward the unexpended appropriation from 1974 to 1975 budget. Thus the 1975 budget provision for vehicles and equipment is insufficient to meet the expenditure now proposed. If these tenders are approved they will result in an overexpenditure of about \$11,000.


D. A. R. Ogilvie,
Commissioner of Finance.

TENDERERS	SPEC. "A"	SPEC. "B"	SPEC. "C"	TW - 38 - 1975 SPEC. "D"	SPEC. "E"	SPEC. "F"	SPEC. "G"	SPEC. "H"	SPEC. "I"
	Two Compact Cars (Sedans) with 1 Trade-In	One 21,000 lb. GVW Crew Cab and Chassis No Trade-In	One 7,500 lb. GVW Crew Cab Pick up Truck No Trade-Ins	Two Panel Trucks No Trade-Ins	Four 7,500 lb. GVW Pickup Trucks with Three Trade-Ins	One Asplundh Line Lift No Trade-In	Four 27,500 Cab & Chassis Dump Box & Plow/No Trade	Four 4,550# GVW Pickup Trucks with Three (3) Trade-Ins	One 7,500 lb. GVW Four Whe Drive Pickur One Trade-In
Matson Motors on, Ontario	8,573.86 (C)	6,950.01	5,861.34	10,551.54	19,079.55	No Bid	92,005.79	17,608.40	5,268.52
International Harvester Issauga, Ontario	No Bid	7,540.74	No Bid	No Bid	No Bid	No Bid	93,772.81	No Bid	No Bid
ral Motors Truck tre, Toronto	No Bid	7,169.55 (C)	5,906.46 (C)	10,400.86 (C)	18,699.03 (C)	No Bid	90,600.30 (C)	17,041.84 (C)	5,615.64 (C)
man Chevrolet Ltd. nto, Ontario	9,029.16 (C)	7,644.65	6,445.91	11,519.30 (C)	20,593.69	No Bid	94,200.32 (C)	18,662.65	6,416.08
sler Truck Centre ale, Ontario	No Bid	7,113.33	6,049.42	10,517.12	18,129.51	No Bid	91,760.97	17,130.15	5,427.35
ey Pontiac Buick Issauga, Ontario	8,263.50	7,260.75	5,771.85	10,206.00	18,259.50	No Bid	91,732.20	16,795.80	5,350.60
it Ford Sales ale, Ontario	8,366.40 (C)	6,921.66	6,340.95	11,629.80	18,825.45	No Bid	92,303.40	17,948.70	5,594.40
gate Ford Sales lton, Ontario	8,260.98	6,935.67	6,184.66	11,483.64	19,392.66	No Bid	91,566.89	17,675.49	5,872.76
ntown Ford Sales owdale, Ontario	9,062.55	6,872.04	5,684.91	11,514.09 (C)	17,930.22 (C)	No Bid	90,707.10	16,653.21	5,632.93
ood Ford Sales Issauga, Ontario	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
e Equipment Ltd. ey Creek, Ontario	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
n Fyfe Equipment Ltd. ord, Ontario	No Bid	No Bid	No Bid	No Bid	No Bid	26,944.05	No Bid	No Bid	No Bid

Note:

Amounts followed by "(C)" are corrected figures.

MUNICIPALITY TOTALS : CNTY - 21 MUNIC - 05

CITY OF MISSISSAUGA

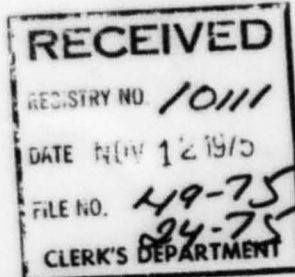
AGE GROUP	GRAND TOTAL	** - - TOTALS - - **		*** - - PUBLIC SCHOOL SUPPORT - - **			** - SEPARATE SCHOOL SUPPORT - **		
		MALE	FEMALE	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
0	2630	1455	1375	1109	1044	2153	346	331	677
1	4060	2102	1958	1584	1466	3050	518	492	1010
2	4319	2213	2106	1582	1556	3138	631	550	1181
3	4494	2340	2154	1732	1562	3294	608	592	1200
4	4702	2377	2325	1625	1628	3253	752	697	1449
5	4910	2456	2454	1729	1662	3391	727	792	1519
6	4711	2436	2273	1762	1581	3343	676	692	1368
7-8	9039	4608	4431	3330	3168	6518	1278	1243	2521
9-10	9369	4809	4560	3490	3303	6793	1319	1257	2576
11-12	9919	5053	4866	3756	3652	7408	1297	1214	2511
13-14	9680	4960	4720	3661	3619	7280	1179	1091	2270
15	4704	2410	2294	1883	1779	3662	527	515	1042
16	4395	2252	2143	1702	1635	3487	450	458	908
17	4099	2075	2024	1657	1618	3275	418	406	824
18	3979	2004	1975	1635	1592	3227	369	383	752
19	3756	1818	1938	1481	1594	3075	337	344	681
20	3603	1742	1861	1426	1543	2969	316	318	634
21-25	19088	8888	10200	7431	8398	15829	1457	1802	3259
26-30	23576	11170	12206	8937	9380	18317	2233	2826	5059
31-35	20694	10445	10249	8012	7789	15801	2433	2460	4893
36-40	17187	9010	8177	6865	6335	13200	2145	1842	3987
41-45	14776	7851	6925	6280	5626	11906	1571	1299	2870
46-50	12316	6458	5858	5259	4858	10117	1192	1000	2192
51-55	9813	5087	4726	4267	4054	8341	800	672	1472
56-59	5125	2594	2531	2257	2215	4472	337	316	653
60	1146	594	552	534	480	1014	60	72	132
61-65	4732	2316	2416	2019	2056	4075	297	360	657
66-69	2665	1176	1489	1038	1257	2295	138	232	370
70 + UP	5542	2090	3452	1756	2985	4741	294	467	761
UNKNOWN	5946	3214	2732	2982	2485	5467	232	247	479
TOTAL	234975	118025	116950	93081	91980	185061	24944	24970	49914

TEIGA AGE GROUPINGS

0-4	20405	10487	9918	7632	7256	14888	2855	2662	5517
5-19	66561	34903	33658	26326	25263	51589	8577	8395	16972
20-65	136613	68726	67887	55693	54722	110415	13034	13165	26198
66 + UP	9396	3909	5487	3436	4739	8169	478	748	1227
TOTAL	234975	118025	116950	93081	91980	185061	24944	24970	49914

UNKNOWN ALLOCATED 60% TO 20 - 65 GROUP AND 40% TO 66 + UP

I-1



645 Beach Street,
Mississauga,
Ontario,
L5G 1N3.

I-2

November 10th., 1975.

Mr. J. Murray,
Mississauga City Council,
1 City Centre Drive,
Mississauga.

Re: Beach Street Improvements.

Dear Mr. Murray,

As you may recall, Beach Street is a small street on the lake front adjacent to A.E. Crookes Park. At present, the road is separated from the actual lakefront beach by an unduly large and ugly barrier. In addition, this frontage is badly eroded due to heavy storms two years ago and this erosion has killed one large tree on the side of the road and is likely to undermine the roadside electrical supply poles, not to mention the roadbed itself.

Accordingly the undersigned residents of Beach Street would appreciate the following actions being undertaken immediately by the City of Mississauga:

- 1) removal of the barrier,
- 2) removal of the dead limbs from the large tree referred to, and
- 3) establishment of a land-fill operation to fill the eroded areas.

The necessity for these actions to be undertaken immediately can be readily explained.

The present barrier is an unnecessary eyesore. It was apparently installed in order to prevent parking on the side of the road but the parking problem has been controlled by the installation of no-parking signs. While it may be necessary to retain part of the barrier where Beach St. meets Aviation and Goodwin roads, the rest of the barrier is unnecessary and constitutes an unnecessary maintenance burden on the City. If any alternative is considered necessary, it is suggested that it takes the form of sections of low concrete curbing (similar to those in parking lots) laid at regular intervals alongside the road. These would prevent a car accidentally leaving the road, while removing the cost of installing curbing and guttering for runoff purposes.

If the tree in question is not immediately limbed, there exists a 90% probability that one or more of its branches will fall during the winter ice buildup and in so doing will pull down the power lines alongside the road. The City, as owner of the property, will therefore bear the responsibility for the resultant danger and inconvenience and all direct, indirect, and consequential damages for personal injury and otherwise that this might entail.

TO BE RECEIVED.
REFERRED TO W. TAYLOR

Since the storm of two years ago eroded away 10 feet of the shoreline and since there is remaining, in parts, only 3 feet or less of the roadside bank between the roadbed and the beach, it is obvious that the next storm of the same magnitude will erode away the road. Again, the responsibility at law, should this happen, will rest upon the City. It would seem, therefore, that the best course of action at this time would be for the City to institute a landfill program to prevent this happening, and again to ensure that the electrical supply poles are protected. We believe that the Credit River Conservation Authority intends some time to create a beach through landfill in this area. However there is no assurance that this will take place in the near future, and, in any event, it appears to be a project of greater magnitude than a landfill project for safety reasons would warrant. While we do not wish the water quality and the quality of the shore line to be affected, we would ask that the minimum of landfill consistent with safety be undertaken immediately.

Thank you for your kind consideration of these requests. We look forward to hearing from you as soon as possible and, if necessary, instituting a dialogue through which these works could be carried at a minimum of cost and inconvenience to the City.

Yours sincerely,

John G. Lockwood
John G. Lockwood P.D. The Beach Street Area Coalition.

The Beach Street Area Coalition
Members:

MA G. SMITH

MRS B. A. SMITH

RAY McLELLAN

Mrs. R. Mclellan

DIANNE YOUNG

Rev J.F. Young

MRS J. H. LOCKWOOD

Rance H. Lockwood

JOHN G. LOCKWOOD



A 741090

LF 40
78
I-3

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
The Metropolitan Toronto and
Region Conservation Authority
from the conditions imposed
in a decision of the Regional
Municipality of Peel Land
Division Committee

C O U N S E L :

- | | |
|----------------------|---|
| R.R. MacDougall | - for The Metropolitan
Toronto and
Region Conservation
Authority |
| Michael Rinaldo | - for Bramalea Lumber
Plumbing And Building
Supplies Company
Limited |
| Basil T. Clark, Q.C. | - for City of Mississauga |

DECISION OF THE BOARD delivered by M. CORBETT

This is an appeal by the Metropolitan Toronto and Region
Conservation Authority from the conditions imposed in a decision
of the Regional Municipality of Peel Land Division Committee
granting its application for consent to the conveyance of an
irregularly shaped parcel of land containing 0.469 acres formerly
in the Village of Malton and now in the City of Mississauga.

The following are the said conditions:

- (1) Representative of C.N.R. arranging an agree-
ment with the City of Mississauga Councillor
for the Ward, and/or others as assigned there-
to by the said Councillor. A letter of approval
shall be submitted by the Councillor to the
Land Division Secretary-Treasurer, noting
completion of arrangements, and/or revisions
to the following;
- (2) Owner to comply with City of Mississauga
Council Resolution 484, passed by Council
June 17, 1974;
- (3) Curb, sidewalk, and mud tracking control
deposit \$1000 per lot;

TO BE RECEIVED.
REFERRED TO W. TAYLOR
AND B. CLARK

- (4) All conditions to be completed prior to issue of the final certificate of consent. L.3a

City of Mississauga Council Resolution 484, passed on June 17, 1974, recommended the following:

1. be subject to site plan control
2. be subject to housekeeping agreement
3. be subject to landscaping agreement
4. Ironstone court be brought up to City standard for commercial road, by local improvement if necessary
5. lane be paved and set backs from lane lot line for storage of material or buildings be set in site plan.
6. the M.T.R.C.A. lands to be transferred to C.N.R. be subject to elevation control and such drainage improvements that are required, be mandatory.
7. signs privately owned now erected wholly or partially on City land be removed, and future signs be subject to Council approval.

The appellant became involved in this area as a result of flooding in the Malton area in the late '60's and commenced Project W.C.-57 for channel improvements on the Mimico Creek in the Village of Malton. This project received approval from the then Town of Mississauga, Township of Chinguacousy by the Honourable Minister of Energy and Resources Management and this Board in 1970 and 1971. Acquisition of property and easements was commenced with most work being on lands owned by the C.N.R. The subject parcel is proposed to be conveyed to the C.N.R. as it is surplus to the needs of the appellant and Exhibit 4 is a copy of Order-in-Council OC-383/74, approving of the conveyance of the subject parcel to the C.N.R. in exchange for 2.40 acres owned by the C.N.R. Consents for the conveyances of both parcels were obtained and the subject appeal relates to the conditions attached to the lands owned by the appellant.

The C.N.R. for many years leased lands adjoining the subject parcel to Bramalea Lumber Plumbing and Building Supplies Company Limited (hereinafter referred to as Bramalea Lumber), which company now uses the subject parcel. Access to the lands in the original lease was removed as a result of the needs of the C.N.R. and the subject parcel is desired for use by Bramalea Lumber. Because of the access problem, C.N.R. obtained consent for an easement from lands owned by Notlam Holdings and Enterprises Limited. I-34

Present access is off Airport Road and to the subject parcel (otherwise land-locked) by travelling on part of Ironstone Court and then by the said easement over privately-owned lands and then by traversing a 12-foot unpaved laneway. This laneway abuts the subject parcel on its northerly boundary. Between this laneway and Airport Road is a medical centre, pharmacy and several stores.

Evidence was adduced by the municipality of several problems in this area. The Senior Project Manager in the City's Engineering Department, Mr. Swedak, testified that access to the lumberyard, medical centre and stores is unsatisfactory. Parking is limited, and cars park along the 12-foot laneway. In addition, the lands on either side of the laneway slope towards the laneway causing drainage problems when it rains. Exhibit 9 is a detailed drawing of the improvements so as to comply with items 4 and 5 of Resolution 484 which would cost about \$54,000.00. Mr. Swedak agreed that these improvements would benefit the lumber yard, the medical centre and the commercial businesses in the area.

The Chief Inspector of the Mississauga Fire Department testified that access to the lumber yard and to the rear of the neighbouring properties was difficult. He was also concerned because of special problems associated with exposure to

I-30

lumber yards. The Co-ordinates for waste disposal testified concerning complaints from the City's collection contractor in picking up garbage, although garbage is not picked up from the lumber yard. It is difficult for the rear end packer to continue forward motion at this location.

Counsel for the appellant submitted that upon a consideration of the history of this matter, there was an unusual amount of co-operation and that this public body ought not to bear the large cost of such improvements which were not contemplated in the appellant's budget for the project. A conservation authority is not exempt from obtaining consents under the Planning Act and as a result this Board must have regard to the matters referred to in Section 33(4) which includes the suitability of the land for the purposes for which it is to be subdivided and the adequacy of highways and municipal services. Regardless of the past co-operation and nature of the appellant's undertakings, this Board must have regard to public policy and the appropriate development of these lands. In so doing, conditions may be attached pursuant to Section 33(5) of The Planning Act.

Dealing with the conditions, the Board has no hesitation in holding that condition 1 is improper and extremely irregular. It requires the C.W.R. which is not a party to the proceedings agreeing with a City Councillor as to the conditions and revisions thereof. Counsel for the municipality also submitted that such a condition is undesirable.

With regard to the 6 conditions imposed by Resolution 484, no evidence was adduced concerning the need for site plan control, housekeeping agreement or landscaping agreement. Since the zoning of the said lands permits a lumber yard, the Board in the absence of contrary evidence, can only conclude that many such matters will be regulated by the zoning by-law and other relevant by-laws of the municipality.

While Council resolution refers to Ironstone Court being improved, Exhibit 9 shows similar improvements not only on Ironstone Court but also on privately-owned lands between the road and the lane. There is no doubt that there are access problems in the area relating to this applicant, as well as nearby properties. Although these problems are shared, the subject lands have an access problem peculiar to themselves. The lands do not front on a proper public road. It would be desirable that the entire access from Airport Road to the lane be improved, but the owner of the private lands containing the easement is not a party to these proceedings. Without that owner's co-operation it is unusual to require this appellant to improve another's private lands. However, because of the unsatisfactory access to the lumber yard, it is reasonable that Ironstone Court be improved to the satisfaction of the City Engineer along that part required for access to the lumber yard. It should be noted that the lumber yard is a neighbourhood retail lumber yard.

The Board finds that the paving of the 12-foot lane along the boundary of this property is an unreasonable condition having regard to its extensive use by others in the area. That the access to the lumber yard be improved relates to the problems attributable to the location of this parcel and the same cannot be said of the lane paving. Evidence was not clear as to the ownership of the lane, although it appears to be used as if it were a city-owned public lane.

With regard to drainage improvements, the evidence was uncontradicted that there is a drainage problem; and the Board finds that elevation control and drainage improvements are reasonable. The Board also finds that the curb, sidewalk and mud tracking control deposit is reasonable.

Accordingly, the appeal is allowed in part and the consent sought is granted subject to the following conditions:

1. that the owner enter into an agreement with City of Mississauga to: 1: 3e
 - a) improve that part of the access route to the lumber yard being located on Ironstone Court to the satisfaction of the City Engineer.
 - b) provide for elevation control and drainage improvements satisfactory to the City Engineer.
2. payment of the sum of \$1,000.00 to the City of Mississauga as a curb, sidewalk and mud tracking control deposit.

The Board's Order will not issue until such a certified copy of such agreement has been filed with the Board.

Dated at Toronto this 6th day of November, 1975.

M. CORBETT
MEMBER

I-4

Mississauga City Council
City Hall,
1. City Centre Drive,
Mississauga, Ontario.

RECEIVED	
1350 Stavebank Road North, Mississauga, Ontario.	10018
DATE NOV 5 1975	
FILE NO.	
CLERK'S DEPARTMENT	

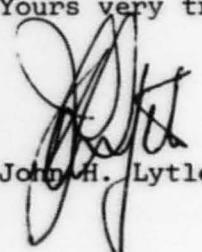
November 5th, 1975.

Dear Sirs,

I am a resident of Mississauga and oppose vehemently the installation of a bridge over the Credit River at Mineola Road.

Too much emphasis is being placed on vehicular traffic and road communications with too little regard to existing neighbourhoods. Construction of a bridge over the Credit River at Mineola and the resultant traffic flow will destroy a quiet, attractive residential neighbourhood that has taken generations to develop.

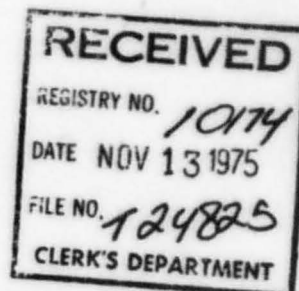
Yours very truly,



John H. Lytle.

TO BE RECEIVED

Mr. D. R. Turcotte,
City Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ont.
L5B 1M2.



29th. October 1975.

Dear Sir:

Trpin Subdivision
T-24825
City File P.N. 74-091

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc., and the cost incurred by the City in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (5% for a maximum of \$10,000.00).
4. To indemnify the City, its employees, servants and agents (and the Hydro Commission and Water Commission), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the preservicing, and the owner undertaking the construction of the work within the proposed subdivision.

NOTICE OF PRE-SERVICING LANDS EAST OF CAWTHRA ROAD & NORTH OF DUNDAS ST. (WARD 4) TO BE RECEIVED.
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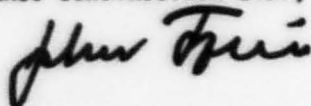
I-5a

- 2 -

5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the City to be a charge upon the owner.
6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours truly,

WARCO CONSTRUCTION LTD.,



J. Trpin,
23 Treeline Court,
ETOBICOKE, Ont.
M9G 1K7.



Minister of
Revenue

RECEIVED
REGISTRY NO.
DATE NOV 19 1975
FILE NO. 7-25
CLERK'S DEPARTMENT

Lead to Council

I-6

Parliament Buildings
Queen's Park
Toronto Ontario

November 13th 1975

Mayor M. Dobkin,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

RECEIVED
NOV 14 1975
MAYOR'S OFFICE


I am writing to thank your municipality for agreeing to participate in the special distribution arrangements for Ontario Guaranteed Annual Income System (GAINS) cheques for recipients 65 and over.

The details of the cheque distribution arrangements, which have been outlined to your chief clerk by a representative of my Ministry, are being advertised in daily newspapers. A copy of this advertisement is enclosed for your reference.

As you are aware, this is the first time we have attempted to organize a cheque distribution system of this nature and with over 275,000 GAINS recipients in the Province, it is a massive undertaking.

I am sure the co-operation of municipalities in this process will be long remembered by GAINS recipients and I wish to add again my own appreciation for your efforts.

Yours sincerely,


Arthur Meen,
Minister

TO BE RECEIVED



GIRL GUIDES OF CANADA

WHITE OAKS AREA

3054 MAVIS ROAD, MISSISSAUGA, ONTARIO

TELEPHONE 279-2790

LSC 178

I-7

RECEIVED	
REGISTRY NO.	40172
DATE	NOV 13 1975
FILE NO.	30-75
CLERK'S DEPARTMENT	

Sept. 6, 1975

File: T-035-4

7/12
Francis
W. H. Kunden,
City Treasurer,
City of Mississauga,
1 City Centre Dr.,
Mississauga, Ont.
L5E 1M2

Dear Sir,

On behalf of White Oaks Area, may I thank you
most sincerely for your grant in the amount of \$2,000.00

Yours truly,

Jean Davis

Mrs. W. Davis.

Area Public Relations

Coordinator.

TO BE RECEIVED

I-8

WITHOUT PREJUDICE

RECEIVED
10342
DATE NOV 19 1975
FILE NO. 86-75
CLERK'S DEPARTMENT

2364 Adena Court
Mississauga, Ontario
L5A 1R1
November 14, 1975

The Honourable G. Kerr
Minister of the Environment
Ontario Government
135 St. Clair Ave. West
14th Floor
Toronto, Ontario M4V 1P5

NOV 17 1975
MAYOR'S OFFICE

Dear Sir:

We, the undersigned residents, living within the residential island bounded by the major arterial highways of Dundas Street (Highway 5), Hurontario Street (Highway 10), Cawthra Road and the Queen Elizabeth Way, respectfully request an environmental impact assessment of the proposed plan to divide the said residential island with a further arterial highway, namely the Queensway.

No interference with existing contracts, instruments in writing or current binding documents is intended.

Yours truly

D. Wilby
Doug Wilby, 2340 Adena Court
Bruce Christie
Bruce Christie, 224 Papine
Clemente Qualtieri
Clemente Qualtieri, 2753 Cliff Road
Jim Mills
Jim Mills, 2157 Cliff Road
Jim McKinney
Jim McKinney, 310 Edrich Court
Barrie Sprawson
Barrie Sprawson, 2364 Adena Court
S. Stefanoff
S. Stefanoff, 2439 Cliff Road
Bill Wherry
Bill Wherry, 2340 Cliff Road

c.c. Mr. M.L. Dobkin
Mayor of the Mississauga City Council

Mr. H. Kennedy
Mississauga City Council

Mr. L. Parsons
Regional Chairman, Region of Peel

RECEIVE